

AP 11086  
**IN THE CLAIMS**

Please cancel claims 1-17 and add the attached new claims 18-34.

**REMARKS**

Prior to a formal examination of the above-identified application, acceptance of the new claims and the enclosed substitute specification (under 37 CFR 1.125) is respectfully requested. It is believed that the substitute specification and the new claims will facilitate processing of the application in accordance with M.P.E.P. 608.01(q). The substitute specification and the new claims are in compliance with 37 CFR 1.52 (a and b) and, while making no substantive changes, are submitted to conform this case to the formal requirements and long-established formal standards of U.S. Patent Office practice, and to provide improved idiom and better grammatical form.

The enclosed substitute specification is presented herein in both marked-up and clean versions.

**STATEMENT**

The undersigned, an agent registered to practice before the Office, hereby states that the enclosed substitute specification includes the same changes as are indicated in the marked-up copy of the original specification. It does not contain new subject matter.

Respectfully submitted,



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Craig Hallacher  
Registration No. 54,896  
Continental Teves, Inc.  
One Continental Drive  
Auburn Hills, MI 48326  
(248) 393-6518  
Agent for Applicants

**Claims**

1-17 Canceled

18. (New) A method for assisting an operator of a vehicle in adjusting a nominal steering angle at steerable wheels of the vehicle for vehicle stabilization, the method comprising:

determining a steering line of the vehicle dependent on a difference between a nominal steering angle and an instantaneous steering angle;

estimating a value of a load moment acting on the steering line of the vehicle; and

applying an additional torque to the determined steering line of the vehicle, wherein the additional steering torque is established dependent on the estimated value for the load moment.

19. (New) A method according to claim 18, wherein the additional steering torque is composed of at least two additive components, with a first component being determined dependent on a difference between the nominal steering angle and the instantaneous steering angle, and a second component is established dependent on the estimated value of the load moment.

20. (New) A method according to claim 18, wherein the load moment is estimated by a disturbance variable observer unit.

21. (New) A method according to claim 18, wherein a component of the nominal steering angle is determined in an inverse vehicle model dependent on a disturbance yaw torque.

22. (New) A method according to claim 18, wherein a component of the nominal

AP 11086

steering torque is determined dependent on a deviation between a yaw angle of the vehicle and a predetermined value of the yaw angle.

23. (New) A method according to claim 18, wherein a component of the nominal steering angle is an estimated track steering angle.

24. (New) A method according to claim 18, wherein a component of the additional steering torque has a predefined amount.

25. (New) A method according to claim 24, wherein the component of the additional steering angle with the predefined amount is set for a predetermined duration after a start of a braking operation.

26. (New) A device for assisting an operator of a vehicle in adjusting a nominal steering angle on at least one steerable wheel of the vehicle for vehicle stabilization, the device comprising:

a control unit for determining a deviation between a nominal steering angle and an instantaneous steering angle of the vehicle;

a torque adjusting device that adjusts an additional steering torque, wherein the additional steering torque is determined based on deviation between the nominal steering angle and the instantaneous steering angle;

one or more sensors mounted in the steering line of the motor vehicle;

an estimation device for estimating a load moment that acts on the steering line based on signals from the one or more sensors mounted in the steering line of the motor vehicle;

a device for establishing at least one component of the additional steering torque

AP 11086

for the estimated load moment; and

an adder for adding the additional steering torque to the steering torque established by the deviation between the nominal steering angle and the instantaneous steering angle, wherein the torque adjusting device is driven by an output of the adder.

27. (New) A device according to claim 26, wherein the one or more sensors includes at least one of a steering angle sensor, a sensor for measuring a hand steering moment representative of steering request from the operator, and a sensor for measuring the additional steering torque.
28. (New) A device according to claim 26, wherein the estimation device for estimating the load moment is designed as a disturbance variable observer unit.
29. (New) A device according to claim 26, wherein the torque adjusting devices comprises a servo motor of an electric power steering system.
30. (New) A device according to claim 26, wherein the torque adjusting devices comprises a hydraulic power steering system.
31. (New) A device according to claim 26, wherein the torque adjusting devices comprises a steer-by-wire steering system.
32. (New) A device according to claim 26, further comprising a pilot control which connects to the adder and transmits an additional steering torque with a predetermined value to the adder for a predetermined period.
33. (New) A device according to claim 26, further comprising a detector for detecting a

AP 11086

driving condition, wherein dependent on a detected driving condition the detector submits an activation signal to a multiplier, which multiplies the activation signal by the additional steering torque established.

34. (New) A device according to claim 33, wherein the activation signal adopts a value of 1 when the detector identifies a braking operation on an inhomogeneous roadway.